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INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 20 MAR 50

SUBJECT Miscellaneous Information on Transportation
25X1

NO. OF PAGES 2

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1. Formation of a general administration for the Polish railroads

- a. The Council of Ministers adopted a resolution on 18 May 1949 by which the General Administration of the Polish Railroads was formed. Up to that time the railroads had been under the Ministry of Transportation and Communication and had been merely a department of the Ministry. On 18 June the General Administration became an autonomous state enterprise under the Ministry of Transportation and Communication. The official reason given for this change was that decentralization of the rail services was made necessary "by the rapid development of this important branch of the national economy".
- b. On 15 May 1949, the Council President acting on the proposal of the Ministry of Communications nominated the following:
 - 1) Engineer Alexander Bader - Director General of Polish Railroads.
 - 2) Mieczyslaw Pietrzyk - Deputy Director General of Polish Railroads.
 - 3) Engineer Leon Geharsan - Director of Economic Services.
 - 4) Engineer Zbigniew Modlinski - Director of Land Utilization.
 - 5) Carol Zablocki - Director of Administration Services and of Finance.
- c. Since the end of hostilities the Polish Railroads Agency had been half a civilian, half a military organization; the workers had been requisitioned on a permanent basis by the State. The reorganization of 18 May seems to signify, therefore, the return to normal peace-time conditions.

2. The Six-Year Plan and the railroads

The Government Planning Commission (PKPG), working with the Central Office of the Metallurgical Industry (CZPH), has prepared the new Six-Year Plan concerned for this sector of industry. This plan, succeeding the Three-Year Plan, goes into operation 1 January 1950 and must be completed by 31 December 1955. The following provisions concerning the railroads have just been submitted to the Interministerial Economic Committee for approval and have not yet been published:

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- a. Rolling stock. The three locomotive factories are located at Poznan (the four Cegielski factories), Chojnow, and Chrzanow. Scheduled production for 1950 is 280 engines (passenger and freight for the Western gauge of 1.435 m.; from 1951 to 1955 it is 1,500 engines. Production of freight cars in 1950 is 11,000 (for Western gauge of 1.435 m.); from 1951 to 1955 it is 61,000 cars.
- b. Deliveries to the USSR. During 1949 deliveries to the USSR will total 120 locomotives and 1,000 freight cars. They will be constructed to fit the Soviet gauge of 1.524 m.

3. Russian gauge rail lines in Poland

- a. With the exception of the Konigsberg-Elbing (Elblag) line which was restored to the Soviet gauge, all the railroads of the Polish network are Western gauge. At present there is no work under way to change the gauge of any of these lines. There is also no indication that any bridges are being widened in anticipation of a change to Russian-gauge track.
- b. The Soviet gauge road from Kaliningrad (Konigsberg) to Elblag, which passes through Braniewo (Braunsberg) and Paslek (Freussisch Holland) consists of a standard-gauge road to which a third rail has been added. When the sleeper is long enough it is held in place by a shoe. In certain cases a cement support has been added to the end of the sleeper which itself supports this rail. In Elblag this road ends at the Tabory Car-Repair Factory. Over most of the line there are only the two Soviet-gauge rails. There is standard gauge, no longer usable, only at certain places on the line (stations, sidings, etc.). This road has not been finished yet, and work is still being carried on.

4. Restoration to service of a railroad line

The transverse, north-south, Swiebodzin-Sulechow line, situated 100 km. west of Poznan, was restored to service on 1 May 1949, three months ahead of schedule. The Minister of Communications, Rabanowski, Marshal Zymierski, and General Korzyc participated in the inaugural ceremonies. This single-track but militarily important line will serve to relieve congestion on the two main lines, Poznan-Zbaszynek-Slubice and Poznan-Zbaszynek-Gubin, as it joins the two.

5. The Tabory factory at Elblag

The Tabory Car-Repair Factory at Elblag (Elbing) works partly for the USSR, finishing car wheels furnished by the Cegielski Factory at Poznan and ships them to Braniewo (Braunsberg) on the Soviet Frontier.

6. Commercial transactions with Italy

Poland has just given an order [redacted] for 45,000 meters of special electric cables. She is likewise negotiating with the same establishment for the purchase material needed for equipping transformer substations for the electrification of the Polish rail network. The Polish Railroads are also negotiating at present with the Breda Company for the purchase of electric locomotives.

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